


Shipping.

Steamers.
FOR SINGAPORE, HAVRE AND
HAMBURG, VIA SUEZ CANAL.
(Taking Cargo at through rates to

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHWANG, TIENTSIN, HANKOW and
Ports on the YANGTSE.)


 The Co.'s Steamship
Ajax,
Captain RILEY, will be
despatched as above on
SUNDAY, the 5th Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
 Hongkong, January 28, 1888. 15

NAVIGAZIONE GENERALE
ITALIANA
(FLOREO & RUBATTINO UNITED COMPANIES)

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Ma-
Steamers to **ADEN, SUEZ, PORT SAID**

MESSINA, NAPLES, LEGHORN
and GENOA, all MEDITERRANEAN
ADRIATIC, LEVANTINE and SOUTH AMER-
ICAN PORTS, up to CALLEAO. Taking Cargo
at through rates to PERSIAN GULF
and BAGDAD.



The Co.'s Steamship
Stura,
Capt. De MABON, will be
despatched as above on
TUESDAY, the 7th February, at 10 a.m.
At BOMBAY the Steamers are discharging
in Bombay Docks

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, January 30, 1888.

CHINA NAVIGATION COMPANY,
LIMITED.
—
FOR PORT DARWIN, SYDNEY AND

MELBOURNE.
The Co.'s Steamship
Changsha.
J. G. WILLIAMS, Com'dr
will be despatched
on **TUESDAY** the 7th. *Prima*

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabin are situated forward of the Engine. Second Class Passengers are berthed in the

Peop. A Refrigerating Chamber ensure the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon carried.

For Freight or Passage, apply to


BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 22, 1888. 1

GELATLY'S LINE OF STEAMERS

FOR KOBE AND YOKOHAMA.
The Steamship
Afghan
Rox, Commander, will
be despatched for t

above Ports on the 7th Proximo. *
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, January 31, 1888. 1

SHIRE LINE OF STEAMERS.
FOR YOKOHAMA AND KOBE.
The Steamship


 A. CLARK, Commandant
will be despatched to
the above Ports on the 8th Instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co

Hongkong, February 1, 1888.

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY

STEAM FOR
SINGAPORE, PENANG, COLOMB
BOMBAY, ADEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CA
CUTTA, MADEAS, PERSIAN
GULF, BLACK SEA, LEVANT and
ADRIATIC PORTS.)


 Capt. G. GEMESICH, with
be dispatched as above
on FRIDAY, the 10th Next, at Noon.
For further Particulars, regarding Freight
and Passage, apply to the AGENCY of the
Messrs. G. & Co., 10, Central

Hongkong, January 30, 1888.

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.L.L. Amer. Barque
P. L. L. L.

 EATON, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, December 30, 1887. 26

[illegible]

A DARING attempt was made between one and two o'clock this morning to break into the shop of Messrs J. Ullmann and Co., jewellers and watchmakers. The thieves—there must have been more than one—made a job of it themselves, by means of a rope from the stone wall forming the side of Pottinger Street, into a small open space between this wall and the side wall of the Queen's Road house. By this means they reached a side door of Messrs Ullmann & Co.'s shop. They then proceeded to burn three holes, either by bundles of joss sticks or by means of a charcoal brazier, in the wood-work of this door. They turned out holes of sufficient size to enable them to put through their hands and draw back the bolt and bars and break open the lock. Having succeeded in opening the door by this ignominious means, they found themselves in a back shop in which cloths and sundry articles of small value were stored. The thieves seemed this trumpery booty, thinking they would get possession of the cases containing jewellery in the large shop. They found, however, that the door leading from the back to the front shop was securely bolted, and they had to apply themselves to the burning process again. This was no easy task as the door was stout and thick. They managed, however, to set fire to the lower part of the door and obtained a wooden plank to enable them to confine the flames and smoke as far as possible. Happily before they could burn through the door, the smoke from the burning wood had passed through the foot of the door into the front shop and escaped through a ventilator into the rooms of the Pacific Mail Steamship Company above. The smoke roused the inhabitants, who thought the house was on fire. Mr Gorham immediately rushed to Mr Brewer's house and awakened him. Mr Brewer ordered out a hand pump and two extinguishers and went off immediately to the scene of the supposed fire. He first broke open a side door opening into the passage of the house above, but finding the door blocked up with cases he went to a back door, tore it open and gained admittance to the shop, which he found filled with dense smoke. If he had been a little longer the smoke would have been so dense as to prevent any one from forcing his way through the place. Lamps were got and a search made all round for signs of fire. No traces of burning could be found for some time, till Mr Brewer, looking at the foot of the big door already referred to, saw smoke pouring through the foot. This at once gave a clue to the origin of the fire. The big door was forced open and on the party gaining admittance into the back room they saw the foot of the door in flames. A small quantity of water sufficed to extinguish the fire, and, as it was evident that some knavery was being practised, as little disturbance was made of the condition of things as possible. They then examined the back room and found boring tools and other implements that form the stock-in-trade of the professional burglar. The open outer door and the holes in it next attracted their attention, and in going into the small yard they found a bag, doubtless intended for holding the stolen articles, and the rope by which the thieves had let themselves down into the yard. The thieves themselves, however, had taken to their heels whenever they heard the noise. Their tools and the rope had been handed to the police who are now in pursuit. Fortunately the thieves did not get so far forward with their work as to make their enterprise remunerative. No goods in the shop were touched, and the only loss is the damage done to the doors. Messrs Ullmann & Co., we believe, received warning about a week ago from Inspector Quincey that they had better take precautions as there were some indications of a probable attempt being made on the shop. In consequence of this a back door was built up.

The progress of burning was so rapid and dangerous that a very dangerous development. There was a quantity of straw and woodwork in the back room which might easily have set fire to the house. The thieves doubtless did not intend to set fire to the place, as they might have done so long before their presence was discovered. They thought that by noiselessly burning holes in the door they would succeed in getting all the plunder they desired.

The N. C. Daily News says:—The Chinese fleet at present at Amoy will spend the Chinese New Year either at Pagoda Anchorage or at the entrance of the Min. They will afterwards come on to Woosung prior to proceeding North.

The N. C. Daily News says:—When the question of a real Public School for Shanghai, as distinguished from that so creditably maintained by the Missionary body, comes up again, as it undoubtedly must before long, it will be useful to remember that very good Chinese undermasters may be obtained from Hongkong. In the annual report of the Government Central School, Mr Wright, the head-master, remarks:—I desire to draw particular attention to the good results obtained by the four classes V-VIII, which were entrusted to the care of the four Chinese Assistants. The excellent papers, in most instances, done by these boys in English grammar, geography, dictation and arithmetic, show that there is no ground for apprehension that English subjects cannot be adequately taught by Chinese.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present: H. E. Sir William Den Vliet, K.C.M.G., Governor; His Honour Mr. J. Russell, Acting Chief Justice; Hon. F. Stewart, Colonial Secretary; Hon. E. L. O'Malley, Attorney General; Hon. A. Lister, Colonial Treasurer; Hon. J. M. Price, Surveyor General; Hon. H. G. Thomson, Harbour Master; Hon. P. Ryrie, Hon. W. Shing, Hon. J. Bell-Irving, Hon. A. P. MacKenzie, and Mr. Seth, Clerk of Councils. Absent: Hon. C. P. O'Hare.

OPENING OF THE FINANCE COMMITTEE'S MEETINGS.

The following message from the Governor was read:—

The Governor has given his careful consideration in Council to the question recently raised by the Hon. Mr. MacKenzie with regard to the sittings of the Finance Committee. He is informed that for a long time past, nothing has occurred at any of the meetings of the Committee, which might have been published without prejudice to the public service, and he moreover strongly sympathizes with the view that discussions on votes of public money should be a rule held in public. On the other hand the practice of private sittings has the sanction of long usage, and though the advantages which it possesses, or the conditions that make it expedient, are not for the moment apparent they must be presumed at one time to have existed and therefore possible of recurrence. For this reason the Governor does not feel justified in sanctioning a complete alteration of the practice at once, but thinks that an experiment may safely be tried which, while making a sensible advance towards publicity, will permit of private sittings when they appear for any reason expedient.

It is proposed therefore that for the future the meetings of the Finance Committee shall, as a rule, be held with open doors, and that all votes be passed in public, it being however competent for any member, either by previous notice or otherwise, to secure a private discussion of such vote or votes as may appear to him to require it. As the principal reasons for and against every vote can under such a system always be elicited in the public hearing either in the Finance Committee or in the Legislative Council, it is hoped that all reasonable demands for publicity will thus be satisfied.

On the other hand in the event which the Governor does not deem probable, of the new practice proving by experience to have inconveniences which outweigh its obvious advantages, it will not be found difficult to return to that which has been hitherto followed.

THE SCARCITY OF SMALL COIN.

Mr. MacKenzie then moved the following resolution:—That in consequence of the frequent inconvenience caused to the Public by the insufficiency of the supply of Small Coins, the Council recommend increased quantities to be regularly sent out. Mr. MacKenzie also moved for previous correspondence on the subject. He said that during the past few months considerable inconvenience had been caused to the general public of the Colony owing to the scarcity of the supply of subsidiary coins and that this inconvenience was more felt at the present moment owing to the near approach of the Chinese New Year when a large quantity of coins were required by the Chinese and by the employers of labour for various purposes. In the absence of the statistics he was speaking in the dark as to what was the annual supply of these coins in the Colony; still the fact remained that those who wished to obtain any quantity just now would have to pay a premium. What was sufficient for the Colony 10 years ago was not sufficient now with 200,000 inhabitants. It had also to be borne in mind that these coins were virtually the legal tender in Amoy, and that a large quantity was taken by foreigners and natives in the City of Canton; while many were used in the neighbouring districts and in the ports of Amoy, Foochow and Shanghai. The Chinese now, instead of paying small balances in broken silver, paid it now in these subsidiary coins. It was also the custom of the Chinese, more especially among the women, to collect these coins. They were also used as buttons to clothes by the Chinese. By all these means very considerable quantities went into circulation. He was unaware of the actual amount supplied each year, but he presumed that it could not be less than \$500,000. What profit did they get on that—10 or 20 per cent?

The Colonial Treasurer—Five per cent.

Mr. MacKenzie said he would recommend that the amount be doubled, and the revenue would thus be doubled. He was sure that the circulation of these coins would largely increase in the future.

Mr. Ryrie seconded. He was in the Colony when the subsidiary coins were first introduced, and he regretted to say that during that time, either owing to the course adopted by the financial officer of the Colony, or because the agent in Downing Street showed little courage and had very little experience of what was likely to take place with regard to the demand for this coin, great inconvenience had been experienced on account of their scarcity. As far back as the government of Sir Richard MacDonnell there was an accumulation of some \$60,000 of subsidiary coin, and as it was thought it would be very difficult to dispose of these coins it was proposed to sell them at 25 per

cent. discount. This proposal was vehemently opposed by himself and Mr. Ryrie, and was not carried into effect. The result was that these coins were all disposed of. He thought that any alarm in the mind of the Executive that they would be added for an inconvenient period with a large number of these coins would be groundless. Some time ago the Colony was flooded with Japanese coins and 10 cent pieces. What had become of them all now? The yen passed current except in large numbers and the 10 cent pieces were accepted by the colonies. If at any time the coin became scarce, the Colony was bound to stop the supply by telegraphing to send any more until the stock was worked off.

The Colonial Treasurer said he had great pleasure in supporting the resolution. He was very sorry that the Colony should be without a supply of small coin. It had been the aim of the Treasury for some five years to see that this did not happen. The present shortage was due to two circumstances. The first was the large drain that occurred at the Jubilee time. It might be said that this ought to have been foreseen, but he could not force that a hundred thousand yen were sent over here. It would also have been necessary to have foreseen the demand nine months before, because these coins had to be ordered nine months before they were sent on, and nine months before the Jubilee. The form of the celebration was not determined until the year before last. The Jubilee was absorbed almost directly in the shipment of two lakhs of coin which ought to have been here two weeks ago, ordered as far back as last May, had not arrived. This was a shipment ordered specially for the Chinese New Year. Even if it came by the next English Mail it would be too late to be of any use. The Treasury, with regard to what Mr. Ryrie said about selling \$60,000 subsidiary coin, he would point out that the coin was copper and that it was at a discount of 14 to 15 per cent. He believed it would have been unwise for the Government to sell it because it would have cost them more to buy it back to the Treasury. But it was not easily disposed of. It was forced into circulation, and for some years there was a great deal of trouble experienced by its filtering back to the Treasury. The coin was still at six per cent discount.

The following were the supplies of coin got:—

1878—none came at all.
1879—.....\$49,000.
1880—.....50,000.
1881—.....50,000.
1882—.....100,000.
1883—.....100,000.
1884—.....230,000.
1885—.....370,000.
1886—.....500,000.
1887—.....400,000.

In fact three-fourths of all the coin imported since 1884 was ordered during the last five years. The decrease in 1887 was owing to the alarm manifested by the Imperial Treasury as to our rapid absorption of the coin—an alarm which he did not share. The Imperial Treasury had immense experience of coins in all parts of the world and they were very cautious. They could not expect to rival the experience of Her Majesty's Treasury.

Mr. Ryrie—Why not?

Mr. Lister (continuing)—Although the Imperial Treasury were wrong in this instance the principle on which they were right. They had been a little slow in understanding the circumstances of the case. When the Government's coin was laid on the table his honorable friend would see that nothing had been left undone by the Government of Hongkong to bring home to the Imperial Government the needs of this Colony and to ensure a supply of these coins.

His Excellency said that the Colonial Treasurer had forgotten to mention the amount of coin that had been ordered in the last few months. He thought he had sent some and requested since he had been here for \$800,000. He asked the Treasurer how much of that was come.

The Colonial Treasurer—\$200,000.

His Excellency thought that the fear of the Imperial Treasury was that we would have a large quantity of old worn coins thrust on us to be exchanged for new coins. Was it true that every one was entitled to obtain a new coin for an old one?

Mr. Ryrie said that was not so. Any one who had a worn coin would see that the difference in weight.

The Colonial Treasurer said what would happen would be that the coin would filter back to the Treasury in small payments just as it happened with the copper. It sometimes happened then that a man would get a dollar to purchase postage stamps. With the dollar he would purchase 180 copper cents and turn up at the Post Office to buy stamps and thus gain 80 cents on the transaction.

His Excellency—The fact that it is not legal tender except for a certain amount gives a reasonable security against this. I have given the subject my careful consideration and have taken advice of those who understand the Colony most. I will ask the Imperial Government to send us a regular supply and as large a supply of such coin as may seem proper while quite prepared to take something of the same view of the matter as Mr. Ryrie, we must be satisfied with the extent to which the supply is not in the hands of the Imperial Government. The question was what amount would be sufficient. Although as his hon. friend the Colonial Treasurer said in one of his reports it was his pouring water into a sieve as they had the whole empire of the world to absorb them, they could not have an unlimited amount. It would be well to get an opinion as to the amount now.

Mr. Ryrie—The Managers of the banks would perhaps be the best authorities. Mr. MacKenzie said he had made enquiry among the bankers and principal Chinese, and the lower estimate was \$1,000,000, a great many mentioning a sum in excess of that.

At the suggestion of the Governor the Council, in order to give greater scope for discussion of the question, went into committee.

His Excellency said there was one point he wished some hon. member to consider, and that was the advantage of having a large number of the mercantile community. He understood there was a trifling premium on these coins. Did he understand Mr. MacKenzie to mean that this premium should be doubled? Would there not be a danger of diminishing the estimation in which they were held?

Mr. MacKenzie said he certainly thought the percentage was higher, 10 per cent at the least, but what he meant was to double the consumption, the amount given out, and thus double the revenue. He certainly thought, however, that the premium was higher than 10 per cent.

The Colonial Secretary—That has been the average for the last nine years.

Mr. W. Shing said they ought not on any account to increase the cents and mill copper pieces, as very few of them would pass out of the Colony.

His Excellency—Would not something in the shape of nickel do for small coin?

The smallest of the silver coins was 5 cents, and the nickel coin compared with the inferior metal coins of China.

The Colonial Treasurer—If the coin were made of silver they would be too small, and if they were made with a large proportion of copper the Chinese would become suspicious, would look upon the coins as fraud, and he did not think they would be popular.

His Excellency thought \$250,000 a quarter would meet the present demand.

Mr. Ryrie—Would it not be better to have monthly shipments?

The Colonial Treasurer—Provided a watch be kept of the market price in the Colony. I have been keeping such a watch, it is easy to see if the premium is going up or down. It goes up at the Chinese New Year, and the Jubilee time it went up to 2 per cent. In ordinary times it is about three-tenths per cent.

His Excellency—Lower at a discount.

The Colonial Treasurer—Copper coin and cash are at a discount; silver has never been at a discount. If it went so far it would be time to stop the supply.

His Excellency—I promise that I will give the subject early consideration and lay it before the Secretary of State.

THE VACCINATION ORDINANCE.

The Attorney General moved the first reading of an Ordinance entitled the Vaccination Ordinance. The object of the Ordinance, he said, was to provide a system of compulsory vaccination for all children. It was intended that it should be compulsory and should apply to all children of persons who had been resident in the Colony for a period of more than six months. There was a provision in the third clause which would enable adults who desired to avoid themselves of the services of public vaccination to be vaccinated at their own expense. With regard to what Mr. Ryrie said about selling \$60,000 subsidiary coin, he would point out that the coin was copper and that it was at a discount of 14 to 15 per cent. He believed it would have been unwise for the Government to sell it because it would have cost them more to buy it back to the Treasury. But it was not easily disposed of. It was forced into circulation, and for some years there was a great deal of trouble experienced by its filtering back to the Treasury. The coin was still at six per cent discount.

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ing myself. Black draughts and quinine had dispelled the fever, but it has left me thoroughly exhausted, and I feel unable to drag myself about—while the pain in my head has become almost continual and as terrible to bear. The blood seems ready to burst through my brain, particularly at a spot on the left side at the back. I am inclined to believe that something has gone wrong with the brain. I have occasionally a pain in my liver, but that is nothing extraordinary as I was 14 years continuously in India, the pain there was low down. But worse than all in the heart-palpitation that has come on for some few weeks past and since the fever has been something too dreadful; in fact the mere exertion of writing this letter is causing me the most dreadful heart-draughts; I feel now that I must have advice at any cost. Could you make it convenient to call over and see me here in the course of—[Here the letter abruptly terminates.]

I am able to say that he died at half-past eleven on the 31st inst. He was in the morning when I went there. During the past week he appeared to be going better. He complained about two weeks ago of a severe headache. That is the only time I have heard him complain of his health. He was regularly at his duties every day. The last I saw of him before going to the office on the 31st Jan. was on the 30th. He seemed all right at that day. He was up and doing his work. At five o'clock on the 30th was the last time I saw him that day. The office was closed at the hour mentioned. I noticed nothing wrong about him then. He seemed in good spirits. I did not live to see him again. I never knew him to be confined to his bed for a day. My salary was paid regularly on the 1st. If he had not died I have no reason to suppose that I should not have received it on the 1st Feb. as usual. The letter I found on my desk on the 31st inst. was my last from him. It was the office on the 30th. He had never moved from his room in one floor of the house. It was the second floor, and there was only one room on the floor. It was rented from the Victoria Hotel. He occupied it alone, nobody lived with him. His only servant was a man who lived in the kitchen on the same floor. He did not appear to be in pain when I saw him on the 31st. I am not certain about the time of his death. I think it was about half-past eleven.

Dr. Cantlie said:—At about a quarter past ten on the morning of Jan. 31st the manager of the Victoria Hotel stopped me as I was passing and asked me to go and see a deceased lady on the bridge and found her lying on a couch in a semi-recumbent position. He had on his night-dress. He was lying on his back. He was alive but perfectly unconscious. I applied various means of restoring him, but they had no effect. His pulse was spasmodic, short and catching breathing for a few minutes and then ceasing. He continued in the same state. I stayed with him till half past eleven. I sent for Dr. Jordan, who arrived about a quarter past eleven. We had a consultation as to what should be done, and he said that he would try to revive him. First I tried his nostrils with a cotton wool, then ammonia. I then applied artificial respiration. I applied some whiskey to his lips and tongue, finding all this of no avail, and that his difficulty in breathing was increasing, I held him from the arm. Nothing had any effect. After bleeding, the heart colour disappeared very largely and his breathing became a little easier. I was aware all the time he was in a dying state. I left him in Dr. Jordan's hands, and when I was sent for again I came and found he was dead. I had never seen him since. I was told by Dr. Jordan that he held on the following day by Dr. Jordan and myself. The body was in a state of rigidity and had the usual livid appearance. The features were pinched and there was a white frothy fluid at the mouth and nose. There were no signs of wounds or injuries on the body. The body was found to be very much emaciated and the heart was enlarged and covered with fat the walls thickened, and the arteries of the heart degenerated. The fat on the surface of the heart was brought about by degeneration of the arteries of the heart. On opening the heart, we found clots of blood there. The stomach was contracted, and the lungs contained about two table-spoonfuls of mucous fluid. The small intestine was similarly contracted and perfectly empty throughout its whole length. The large intestine was distended with gas and contained a considerable quantity of mucus. The other organs were congested but fairly healthy. We found the veins of the brain enormously congested, but no hemorrhage. I am of opinion that death was caused by gradual failure of the heart's action brought about by the fatty condition of the heart, and that death was hastened by want of nourishment. The immediate cause of death was in my opinion fatty degeneration of the heart. But for want of nourishment I should say that death need not necessarily have occurred, judging from the state in which I found the body. The letter to Dr. Jordan which I have heard read, I think, to the same conclusion, and in my opinion the death would have taken place in the process of dying for want of nourishment. My opinion is his death was hastened by want of nourishment. There was nothing in the condition of the organs which would lead me to think that he could not assimilate food. Had I known his state when I saw him first it would not have made any difference in my treatment, but the only thing I could do was to relieve immediate symptoms. I have heard the evidence of previous witnesses; it is quite in line with the opinion I have expressed. The body was not emaciated. That would not necessarily have followed considering the condition of the heart. If it had been death from starvation without any heart disease he would have been emaciated. I could not say how long he may have been absolutely without food, but from the fact that there was none found in the stomach I should say he had none for twenty-four hours, at least, but I assume that he had been without sufficient food for a considerable time. Fatty degeneration of the heart is a process which extends over several years, and is an effect of the weakening of the blood vessels. I should finally record my opinion, that death was occasioned by the failure of the heart's action, caused by fatty degeneration of its tissue, and that death was hastened by want of nourishment. In my opinion food taken in time would have prolonged his life, and there was nothing in the organs as I saw them that would have prevented the assimilation of food had it been taken in time.

Dr. Jordan said:—I went to the house of the deceased at a quarter past eleven on the 31st Jan. He was still living and in the condition described by Dr. Cantlie. He died about 12.45. In my opinion his death was caused by the fatty condition of the heart, accelerated by want of food. The condition of the heart was quite independent of the want of food. The want of food weakened the system and rendered the heart less able to perform its functions. I think it deceased had proper nourishment he might have lived for years longer. The stomach was quite capable of assimilating food. I agree with Dr. Cantlie that at least 24 hours he had had no food. In the case of a healthy man dying of starvation, black draughts and quinine would have dispelled the fever, but it has left me thoroughly exhausted, and I feel unable to drag myself about—while the pain in my head has become almost continual and as terrible to bear. The blood seems ready to burst through my brain, particularly at a spot on the left side at the back. I am inclined to believe that something has gone wrong with the brain. I have occasionally a pain in my liver, but that is nothing extraordinary as I was 14 years continuously in India, the pain there was low down. But worse than all in the heart-palpitation that has come on for some few weeks past and since the fever has been something too dreadful; in fact the mere exertion of writing this letter is causing me the most dreadful heart-draughts; I feel now that I must have advice at any cost. Could you make it convenient to call over and see me here in the course of—[Here the letter abruptly terminates.]

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For Sale.

FOR SALE.

Just Arrived ex *Mamila*.
ABOUT 30,000 CUBIC FEET MANILA
HARD WOOD.
Apply to
REMEDIOS & Co.
Hongkong, January 9, 1888. 63

BAIL PROGRAMMES
FOR SALE.

ON NEW GRAPHS AND PATTERNS.
"CHINA MAIL" OFFICE,
2, WYNDHAM STREET,
January 20, 1888.

NOW READY.

CANTONESE MADE EASY.
2nd Edition.
ENLARGED AND AMENDED,
J. DYER BAILL.

Price, \$3.

Other Books by the same Author.
"THE CANTONESE MADE EASY VOCABULARY" \$1.
"EASY SENTENCES IN THE CANTONESE DIALECT, WITH A VOCABULARY" \$2.
"AN EASY CANTONESE POCKET VOCABULARY" \$0.75.
"EASY SENTENCES IN THE HAKKA DIALECT, WITH A VOCABULARY" \$1.

FOR SALE at Messrs KELLY & WALSH,
W. W. BEECHER & Co.,
Hongkong, January 17, 1888. 88

FOR SALE.

JULES MUM & Co.'s
CHAMPAGNE.
Quarts \$20 per Case of 1 doz.
Pints \$21 " " 2 " "
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BORDEAUX CLARETS AND
WHITE WINES.
Barter's Celebrated 'Barley Bree'
WHISKY, - \$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 16, 1884. 1187

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL
THEORETICAL AND POPULAR
ASPECTS.
ERNEST J. MITCHELL, Ph.D., TUBING.
THIRD EDITION.
REVISED, WITH ADDITIONS.
Price, \$1.50.
LANE, CRAWFORD & Co.
Hongkong, August 20, 1884. 1193

To Let.

TO BE LET.

(With Immediate Possession.)
TWO BEAUTIFUL RESIDENCES situated
in Causeway Road, West and Terrace
opposite to No. 11, Causeway Road.
Apply to
No. 14, CAUSEWAY ROAD.
Hongkong, October 31, 1887. 2130

TO BE LET.

UNFURNISHED WITH TENNIS COURT.
NO. 5, RICHMOND TERRACE, a FOUR
ROOMED HOUSE, with Three
Bath Rooms.
NO. 6, RICHMOND TERRACE, a SIX
ROOMED HOUSE, with Three Bath
Rooms.
A NEW STORY has just been added
to the Servants' Quarters of both houses.
Apply to
JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, January 27, 1888. 142

Insurances.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1873. 406

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 16, 1887. 1340

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are authorized to Insure
against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

NOTICE.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to ac-
cept MARINE RISKS at Current
Rates on Goods, &c. Policies granted to
all parts of the World payable at any of its
Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 9, QUEEN'S ROAD WEST,
Hongkong, December 2, 1887. 2343

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY
OF SYDNEY* will be despatched for
San Francisco, via Yokohama, on
THURSDAY, the 11th February, at 3 p.m.,
taking Passengers and Freight for Japan,
the Philippines, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Offices of the United States, via Over-
land, always, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To Liverpool 350.00
To London 333.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agents of the
Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, January 21, 1888. 113

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *OCEANIC*, via
Yokohama, on WEDNESDAY, the 22nd
Instant, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$200.00
To Liverpool 350.00
To London 333.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
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and Japan to Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
O. D. HARMAN,
Agent.

Hongkong, February 1, 1888. 175

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*,
2,553 Tons Register, Warron, Com-
mander, will be despatched for YAN-
COUVER, B.C., and SAN FRANCISCO,
via KOBÉ and YOKOHAMA, on TUES-
DAY, the 28th February, at 3 p.m.

To be followed by *S.S. PARTHIA*,
on the 24th March.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, the regular Steamers of the PACIFIC
COAST STEAMSHIP COMPANY and other
Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver Mexican \$160.00
To Victoria and San Francisco 175.00
To all common points in Can-
ada and the United States 200.00
To Liverpool 300.00
To London 305.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to ports in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until 4
p.m. on the 27th February.

All Parcels must be sent to our Office
and should be marked to address in full,
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, January 27, 1888. 141

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO
LONDON, HAVRE, ROUEN, DEANUX,
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 8th February,
1888, at Noon, the Company's
Steamship *SINDH*, Commandant
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 7th February, 1888. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE OHAMPEAUX,
Agent.

Hongkong, January 26, 1888. 140

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
TRIESTE, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 20th day of February,
1888, at 4 p.m., the Company's S.S.
BRAUNSCHWEIG, Captain H. BÖCKERZ,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 19th February. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further particulars, apply to
MELOCHERS & Co.,
Agents.

Hongkong, January 23, 1888. 117

Intimations.

PUBLICATIONS.

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(In English and Chinese.)

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WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH

Runs DAILY as a FERRY BOAT between
Poddar's Wharf and Tsing-Tsui at the
following hours:—This Time Table will
take effect from the 17th OCTOBER, 1887.

WEEK DAYS.

Leave K'owloon. Leave H.K. Leave K'owloon. Leave H.K.

6.00 A.M. 7.00 A.M. 8.00 A.M. 7.00 A.M.

8.00 " 8.30 " 7.30 " 8.30 "

8.50 " 9.00 " 9.00 " 10.15 "

9.40 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " 2.00 "

12.45 P.M. 1.00 " 12.30 P.M. 1.00 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

2.20 " 3.00 " 2.30 " 3.00 "

3.30 " 4.00 " 3.30 " 4.00 "

4.15 " 4.30 " 4.15 " 4.30 "

4.50 " 5.10 " 4.50 " 5.10 "

5.25 " 5.40 " 5.25 " 5.40 "

6.00 " 6.15 " 6.00 " 6.15 "

6.30 " 6.45 " 6.30 " 6.45 "

7.00 " 7.00 " 7.00 " 7.00 "

* There will be no Launch on Monday
and Friday, on account of coaling.

The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppages.

SAILOR'S HOME.

ANY Cast-off OUTFITTER, BOOKS, or
FURNITURE will be thankfully received
at the SAILOR'S HOME, West Point.

Hongkong, July 25, 1887.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, (numbered 1st to 11th).
Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the
Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.	
Steamers									
Activ	2	h Kovabek	Dan.	str.	355	Feb. 1	Arnhold, Karberg & Co.	Hohow, &c.	To-morrow
Amoy	3	h Kohler	Brit.	str.	815	Feb. 2	Simson & Co.	Shanghai	To-morrow
Ashburn	3	h Walker	Brit.	str.	1013	Jan. 24	Butterfield & Swire	Ab'deen Dock	To-morrow
Bellona	3	h Haselock	Ger.	str.	1758	Feb. 2	Simson & Co.	Hamburg	5th inst.
Canton	3	h Breunert	Brit.	str.	1111	Feb. 3	Jardine, Matheson & Co.		
Changsha	3	h Williams.	Brit.	str.	1404	Jan. 20	Butterfield & Swire		Coast Dock
Chin Yuen	3	h Lamt	Chi.	str.	1121	Feb. 1	M. S. N. Co.	Amoy	To-day
City of Sydney	3	h Friele	Amer.	str.	3016	Jan. 29	P. M. S. S. Co.	V'hama & San Francisco	To-day
Crusader	3	h Ogston	Brit.	str.	645	Jan. 31	Chinese	Saigon	To-day
Dafila	3	h Nielson	Brit.	str.	535	Feb. 2	Ban Ho	Swatow	To-morrow
Diamante	3	h McCallin	Brit.	str.	514	Jan. 2	Russell & Co.	Manila	K'loon Dock
Fidelle	3	h Brook	Ger.	str.	862	Feb. 3	Chinese		
Fokien	3	h Koch	Brit.	str.	508	Feb. 3	Douglas Steamship Co.	Swatow	5th inst.
Fookang	3	h Hogg	Brit.	str.	1121	Feb. 3	Jardine, Matheson & Co.	Shanghai	
Guthrie	3	h Thom	Brit.	str.	1339	Feb. 2	G. R. Stevens & Co.	Sydney, &c.	5th inst.
Ilisus	3	h Shannon	Brit.	str.	25	0 Jan. 31	Russell & Co.		5th inst.
Independent	3	h Roura	Fren.	str.	779	Sept. 19	Bun Hin Chan		For sale
Marie	3	h Hasenwinkel	Ger.	str.	871	Feb. 2	Wieler & Co.		
Meefoo	3	h Hohlmann	Ger.	str.	704	Feb. 2	A. R. Martz	Haiphong	To-morrow
Palmira	3	h Lancaster	Chi.	str.	1239	Feb. 1	M. S. N. Co.	Shanghai	To-morrow
Pompos	3	h Jackson	Brit.	str.	1546	Feb. 3	Butterfield & Swire		
Polymnia	3	h Johansson	Brit.	str.	131	Jan. 31	B. A. Schellhues & Co.		
Stura	3	h Schepaui	Brit.	tug.	101	Sept. 27	H. E. & W. Dock Co.		
Wingang	3	h Schaefer	Ger.	str.	1033	Jan. 31	Simson & Co.	Yokohama	To-morrow
Wiyern	3	h Marchi	Italian	str.	1166	Jan. 31	Cardwin & Co.	Sapore & Bombay	7th inst.
	3	h Croix	Brit.	str.	1517	Jan. 30	Jardine, Matheson & Co.		
	3	h Brotherton	Brit.	str.	1107	Jan. 31	Tung Kee & Co.	Bangkok	7th inst.
Sailing Vessels									
Allie Rowe	1	h Phillips	Haw.	bg.	385	June 8	Wieler & Co.	Laid up	
Anna Wilmshut	1	h Breckwoldt	Ger.	sm. sh.	1239	Jan. 27	Order		
B. P. Cheney	1	h Hughes	Amer.	sh.	1239	Jan. 25	Douglas, Lapraik & Co.		
Rus Pan	1	h Koch	Siam.	bqa.	874	Jan. 16	Chinese		
Centennial	1	h Beams	Amer.	sh.	1222	Jan. 27	Russell & Co.		
Coloma	1	h Noyes	Amer.	bqa.	502	Dec. 27	Melchers & Co.		
Dorsetta	1	h Jorgenson	Siam.	bg.	520	Sept. 23	Chinese		
Dorothea	1	h Moeller	Ger.	bqa.	620	Jan. 29	Simson & Co.		
Ene	1	h Summers	Brit.	bqa.	778	Jan. 23	Wieler & Co.		
E. J. Spence	1	h Gill	Brit.	bqa.	519	Jan. 15	Gonsalves & Co.		
Figaro	1	h Heimzel	Ger.	bqa.	1007	Jan. 9	Melchers & Co.		
John D. Brower	1	h Josselyn	Amer.	bqa.	1020	Jan. 11	Order		
Kitty	1	h Laird	Brit.	bqa.	803	Aug. 20	Order		K'loon Dock
Mabel Taylor	1	h Durkil	Brit.	sh.	1295	Jan. 28	Order		
Manuel	1	h Estival	Span.	bqa.	992	Jan. 6	Remedios & Co.		
Mardo	1	h Campbell	Brit.	bqa.	879	Oct. 31	Order	Laid up	
Emebocot	1	h Eaton	Amer.	bqa.	1068	Dec. 14	Adamson, Bell & Co.		
Finio	1	h Corasanyn	Italian	sh.	1153	Jan. 13	Captain		
Galio	1	h Payco	Brit.	bqa.	132	Jan. 3	Order		
Julia Filomena	1	h Montgumery	Span.	sch.	448	Jan. 12	Chinese	Hollo	
Leila	1	h Temann.	Ger.	bqa.	107	Jan. 26	Order		
Lian	1	h Lange	Siam.	sch.	204	Jan. 29	Chinese		
Luilelma	1	h McGregor	Brit.	bqa.	993	Jan. 28	Order		
Marapapa	1	h McArthur	Brit.	bqa.	494	Jan. 11	Gibb, Livingston & Co.		
Meador Ruger	1	h Meyer	Ger.	sh.	1675	Dec. 31	Melchers & Co.		
Mitan	1	h Allyn	Amer.	sh.	1270	Jan. 28	Russell & Co.		
Walter Siegfried	1	h Lawrence	Brit.	bqa.	394	Dec. 17	Chinese		